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INTELLOFAX 35		CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY	
COUNTRY	East Germany	SECURITY INFORMATION REPORT	
TOPIC Brandenburg-Briest Airfield			
EVALUATION	PLACE OBTAINED		
DATE OF CONTENT	25X1		
DATE OBTAINED	DATE PREPARED 17 June 1953		
REFERENCES			
PAGES 4	ENCLOSURES (NO. & TYPE)		
REMARKS			
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1. [redacted] the previously reported painting work at Brandenburg-Briest airfield was being done on the aircraft stationed there. [redacted]

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[redacted] the work was connected with the transfer of the unit.

2. The following air activity and military activity was observed at the field between 18 and 29 May:

18 May. Between 8 a.m. and 4 p.m., soldiers continuously entered and left the flight control station. At 8 p.m., there was a forest-fire in Jagen (forest-subarea) No 22, which was being extinguished by soldiers who used water truck [redacted] Between 8:30 p.m. and 11 p.m., take-offs and landings were continuously made by MiG-15s. The searchlight which was previously observed in Rosenhof was re-erected about 50 meters from the road to Briest.

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19 May. At 10:20 a.m., aerobatics were made by two MiG-15s over Rathenow. The planes returned to the field.

20 May. At 8 a.m., 3 trucks and 20 soldiers were observed near the radar set in Jagen No 12. At 8:10 a.m., about 40 soldiers worked on the revetments in Jagen Nos 30 and 31 the southern sides of which were being provided with walls, while the walls at the northern sides were being removed. At 10:20 a.m., 20 empty railroad cars were shunted to the field. At 2 p.m. [redacted] at Rotscherlinde Inn [redacted] the sentries of the bombing range had left and [redacted] new sentries were expected to arrive. [redacted] the above mentioned 20 railroad cars were loaded and left at 4 p.m. and a new train arrived at the field at 10 p.m. Between 9 p.m. and 0:30 a.m., take-offs and landings were continuously made by MiG-15s while a truck-mounted searchlight was in operation. Subsequently, the truck moved to the Landesanstalt. After 20 May, only the alert flight of 4 MiG-15s was observed on the taxiway.

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21 May. At 8:30 a.m., the radar set in Jagen No 12 was being dismantled and left the field loaded on two trucks. At 10:30 a.m., 11 flatcars with sideracks loaded with boards, beams and 4 large and new fuel containers were shunted to the field. Between 8 a.m. and 11 a.m., few individual flights were made by the alert planes.

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22 May. The transfer of the flight personnel was talked about in Brandenburg. [] the tank trucks left the field at 10 p.m.

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22 and 23 May. No air activity or other military activity was observed at the field.

24 May. At 10:30 a.m., 30 to 40 loaded railroad cars arrived at the field. [] some

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cars were loaded with 4 to 5 MiG-15 dummies the wings of which stood upright next to the fuselage. No empennage was seen. The intervals between the individual boards could be identified. Unloading started at 11:30 a.m.

25 May. At 6 a.m., empty railroad cars were observed at the loading ramp near the fuel dump. Two alert planes flew individually at 11 a.m. At 11:15 a.m. [] two tents in Jagen No 23 about 200 meters north of the intersection between the spur track and Kuhdamm. Additional tents were possibly located there. At 11:30 a.m., 30 to 40 men, between 22 and 24 years old, marched from the field to the Landesanstalt.

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26 May. At 8:10 a.m., 4 alert planes were observed in Jagen No 39 and about 25 MiG-15s at the flight control station. There was no air activity.

27 May. At 8:30 a.m. [] 24 MiG-15s at the runway and 4 MiG-15s near the flight control station. It rained. At 9 a.m., local flights were made by a MiG-15. No more air activity was heard until 12:30 p.m.

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28 May. At 7:30 a.m., 26 MiG-15s [] and 1 Yak-11 were counted at the field. Up to 3 p.m., all the planes left the field heading southeast.

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29 May. No aircraft were observed at the field until 8 p.m. The MiG-15 dummies were observed at the unloading site. Excavating was under way west of the flight control station.

2. Up to 27 May, no changes were observed at the AA gun emplacement at Rosenhof. The personnel of the radio installation in Jagen No 28 and of the telephone station in Jagen No 29 also remained unchanged. On 1 May, an increased number of soldiers patrolled the field, as was usual on such a holiday. After 15 May, [] more patrols than usually continuously guarded the field and [] Jagen No 15 was blocked.

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3. [] the wives of the officers billeted in the Landesanstalt [] had left and were replaced by the dependents of the officers of the new unit. Allegedly the air force members quartered in the Landesanstalt had to vacate the building for a tank unit.

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4. The following observations were made between 20 and 31 May:

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20 May. At 11 a.m., about 25 flatcars with sideracks, loaded with 11 trucks, 8 tank trucks with trailers, 4 jeeps and 3 heavy caterpillar tractors [] were observed at Brandenburg-Altstadt railroad station. Air force soldiers and trucks [] were engaged in loading work. []

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23 May. At 7 p.m., a train of 15 flatcars loaded with 4 tank trucks with trailers, [] 2 jeeps, 3 trucks, [] 2 small delivery vans, 2 conveyor belts and 4 boxcars with troops were observed at Altstadt railroad station. [] additional cars loaded in Briest were to be coupled to the train.

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30 May. A train of 24 boxcars, 3 converted boxcars, 14 flatcars, and 4 railroad tank cars, [] was dispatched from Briest airfield to Jueterbog Altes Lager. Ambulance [] was identified among the motor vehicles on the train.

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31 May. A train consisting of 32 boxcars, 7 converted boxcars, 13 flatcars, and 6 gondola cars [] en route from Wustermark to Briest airfield passed through Brandenburg-Altstadt railroad station. The train was loaded with 50 officers and 400 EM, 1 house trailer, 2 trucks, 1 tractor, 4 trailers, 2 caterpillar tractors, and 2 trucks with mounted searchlights []

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5. The following shipments were observed between 21 and 28 May:

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21 May. At 1:10 a.m., a train of about 50 cars left Brandenburg-Briest for Jueterbog Altes Lager.

24 May. At 5:50 a.m., another train of 50 cars left Brandenburg-Briest for Jueterbog Altes Lager. [] 50 cars, most of which were loaded with bombs, were being unloaded in Briest.

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25 May. At 3 a.m., a train of 58 cars loaded with billeting equipment from Wustermark arrived at Brandenburg-Altstadt railroad station.

28 May. At 4 a.m., a train of about 50 cars loaded with trucks, tank trucks, fuel containers, billeting equipment, construction material, and probably bombs left Brandenburg-Briest for Jueterbog Altes Lager.

At 9 p.m., a train of 46 boxcars, 23 converted boxcars and 2 flatcars loaded with billeting equipment from Wustermark, consigned to Briest airfield, arrived at Brandenburg-Altstadt railroad station.

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6. On 19 May, Colonel Musyenko (fnu) (phonetic spelling) and two other officers from Briest airfield made a call from the RTO at Brandenburg-Altstadt requesting the transport komendatura in Berlin to make available cars for 20 and 23 May. 1 After 8 a.m. on 20 May, 28 flatcars with sideracks were loaded with 11 trucks, 8 tank trucks with trailers, 4 jeeps and 3 heavy caterpillar tractors [] at the loading ramp at Altstadt railroad station.

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At Altstadt railroad station this shipment was combined with a train of 20 boxcars, 3 converted boxcars and 6 tank cars from Briest and dispatched to Jueterbog Altes Lager. On 20 May, an officer gave order at Altstadt railroad station that about 100 tons of briquettes which were expected to arrive in the next days be immediately shipped to Jueterbog Altes Lager.

7. The following rail shipments were observed between 22 and 29 May:

22 May. A train of 39 boxcars with troops, 5 tank cars, 29 flatcars and 2 gondola cars with equipment [] left Wustermark railroad station for Brandenburg-Briest. []

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23 May. A train of 30 boxcars with troops, 4 tank cars, 29 flatcars with equipment, 5 tank trucks with trailers, 1 ambulance, 1 sedan, 2 jeeps and 3 trucks [] was dispatched from Briest airfield to Jueterbog Altes Lager.

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25 May. A train of 4 boxcars with troops, 31 boxcars with equipment and 25 flatcars with motor vehicles [] was dispatched from Wustermark to Briest.

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26 May. A train of 2 boxcars with troops, 31 boxcars with equipment, 18 flatcars with motor vehicles, and tank cars [] proceeded from Wustermark to Brest.

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27 May. A train of 30 boxcars, 25 flatcars and 5 tank cars was loaded at Brandenburg-Brest airfield and dispatched to Jueterbog Altes Lager.

28 May. A train of 50 boxcars and 2 flatcars [] passed through Brandenburg-Altstadt railroad station en route to Brest airfield.

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29 May. A train of 27 boxcars, 14 flatcars and 4 tank cars [] was dispatched from Brest airfield to Jueterbog Altes Lager.

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8. On 23 May, an air force shipment was being loaded at Brandenburg-Altstadt railroad station. The motor vehicles had arrived by road from the direction of Plaue but definitely did not come from Brandenburg-Arado airfield. []

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[] All types of billeting equipment, timber, about 3 meters long, workshop equipment and crates were being loaded. On 27 May [] another air force shipment including 7 gondola cars with billeting equipment, 20 to 25 air force soldiers, and 2 tank trucks []

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9. In the evening of 27 May, about 30 aircraft, most of which were swept-back jet fighters, were stationed at the field. 2

1. [] Comment. Colonel Musyankov, who was reported previously, probably belongs to the fighter regiment in Brandenburg or the assigned OATB.

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2. [] Comment. The present report confirms the previous assumption that Brandenburg-Brest airfield is being vacated by the fighter regiment previously stationed there. From the shipments which arrived during the reported period it is inferred that another air regiment is to be stationed at the field. According to available information, five trains are required for the transfer of a fighter or ground attack regiment including the ground unit. []

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[] it is believed that the fighter regiment from Brandenburg-Brest is being transferred to Jueterbog Altes Lager. []

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[] the regiment has been observed in the area of Jueterbog Altes Lager. The regiment which has been observed arriving at Brandenburg-Brest airfield probably is the ground attack regiment from Doeberitz airfield, which, on 30 May, was no longer occupied by aircraft. It is believed that the air unit of the regiment actually left Doeberitz airfield on 30 May because no IL-10s were observed at Brest airfield on 29 May, which was the last date of observation. It is possible that the transfer of the fighter regiment is connected with the negotiations on an East-West air corridor which would include Brandenburg-Brest airfield.

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